





## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM" ..... 2,365 tons ..... Captain H. D. Jones.  
 "POWAN" ..... 2,395 " ..... W. A. Valentine.  
 "FATHAN" ..... 2,360 " ..... R. D. Thomas.  
 "KINSHAN" ..... 1,995 " ..... J. J. Loebus.  
 "HEUNGSHAN" ..... 1,995 " ..... R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).  
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN" ..... 1,651 tons ..... Captain T. Hamlin.  
 "SUI-TAI" ..... 1,651 " ..... G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.  
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and at 1 P.M. from COMPANY'S WHARF.  
 Departures from Macao to Hongkong on week days at 8 A.M. and 2 P.M. On Sundays at 8 A.M. and 3 P.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN" ..... 2,190 tons ..... Captain E. H. Grainger.

Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.  
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

## JOINT SERVICE OF THE H. K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION CO. (PANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM" ..... 588 tons ..... Captain J. Willox.  
 "NANNING" ..... 589 " ..... C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**  
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,  
 Or of **BUTTERFIELD & SWIRE,**  
 Agents, CHINA NAVIGATION CO., LTD.  
 Hongkong, 14th January, 1907.

JAVA-CHINA-JAPAN LINE.  
REGULAR THREE-WEEKLY SERVICE  
BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS ...	JAPAN	Second half January	JAVA PORTS	Second half January
TJIBODAS ...	JAVA	Second half January	JAPAN	Second half January
TJILIWONG ...	JAPAN	First half February	JAVA PORTS	First half February
TJIMAH ...	JAVA	First half February	JAPAN	First half February
TJILATJAP ...	JAPAN	First half February	JAVA PORTS	First half February

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY OF THE JAVA-CHINA-JAPAN LINE.

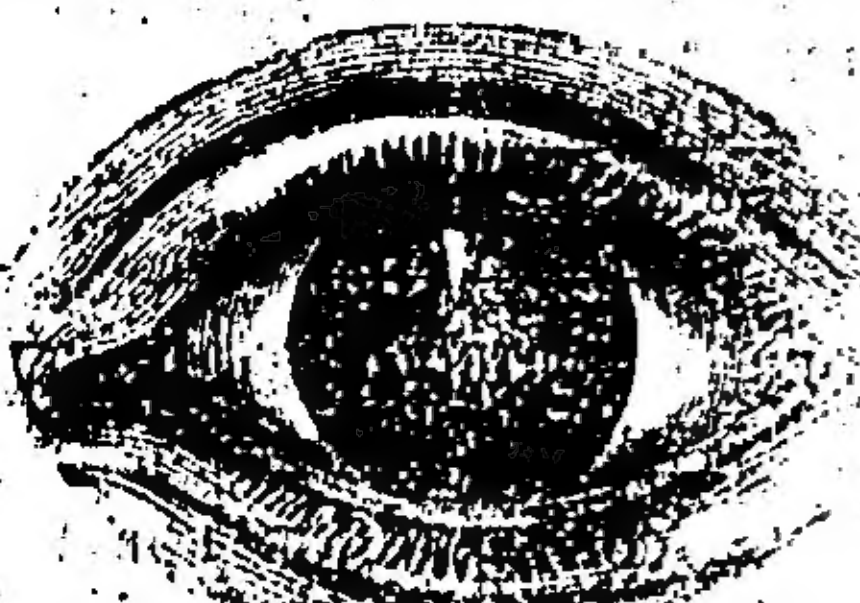
Telephone No. 375.  
 YORK BUILDINGS, 1st Floor.  
 Hongkong, 14th January, 1907.

## WEST RIVER BRITISH STEAMSHIP CO.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI".  
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.  
 The steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.  
 Fare for the Round Trip ..... \$50  
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.  
 For further information, apply to—  
**BUTTERFIELD & SWIRE,**  
 AGENTS,  
**WEST RIVER BRITISH S.S. CO.,**  
 HONGKONG.  
 Hongkong, 6th October, 1906.

EYES



RIGHT!

**N. LAZARUS,** OPHTHALMIC OPTICIAN,  
 8, FEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.  
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
 LONDON, CALCUTTA, SHANGHAI,  
 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road.  
 Hongkong, 27th November, 1905.

## Dentistry.

**Dr. H. H. OHAUN,**  
 THE LATEST METHOD  
 of the  
**AMERICAN SYSTEM OF DENTISTRY,**  
 59, DES VOUX ROAD CENTRAL,  
 From the University of Pennsylvania, U.S.A.  
 Hongkong, 17th July, 1905.

**TSUN TING.**  
 LATEST METHODS OF DENTISTRY,  
 Studio at No. 14, D'ARVILLE STREET,  
 REASONABLE FEES.  
 Consultation Free.  
 Hongkong, 20th July, 1906.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

## STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

## PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.
PRINZESS ALICE	WEDNESDAY, 13th March.
PRINZ LUDWIG	WEDNESDAY, 27th March.
ZITEN	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ BITEL FRIEDRICH	WEDNESDAY, 8th May.
BAVERN	WEDNESDAY, 22nd May.
PRINZ HEINRICH	WEDNESDAY, 5th June.
SCHARNHORST	WEDNESDAY, 19th June.
ROON	WEDNESDAY, 3rd July.

S.S. "SACHSEN," Wednesday, 27th March, conveying H. M. THE KING OF SIAM, carrying second class passengers only.

ON WEDNESDAY, the 16th day of January, 1907, at Noon, the steamship SEYDLITZ, Captain C. Dewar, with MAILES, PASSENGERS, CARGO, and CANNES, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 14th January. Cargo and Special will be received on Board until 5 P.M. on TUESDAY, the 15th January, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 15th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

Passage Money payable in local currency, at current sight Bank rate of exchange on the day of payment.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	£61. 0. 0.	£42. 0. 0.	£31. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUZ:			
VIA NAPLES, GENOA OR GIBRALTAR ...	64. 0. 0.	44. 0. 0.	36. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	37. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES to be applied as VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,  
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
MANILA	1,299	FRIDAY, 1st February.
PRINZ WALDEMAR	3,277	THURSDAY, 28th February.
PRINZ SIGISMUND	3,303	THURSDAY, 28th March.

ON FRIDAY, the 1st day of February, 1907, at Noon, the Steamship MANILA, Captain Minsen, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
TO NEW GUINEA	£18. 0. 0.	£18. 10. 0.	£14. 0. 0.
Return	£28. 0. 0.	£28. 10. 0.	£22. 0. 0.
TO BRISBANE	£30. 0. 0.	£20. 0. 0.	£14. 0. 0.
Return	£40. 0. 0.	£30. 0. 0.	£20. 0. 0.
TO SYDNEY	£33. 0. 0.	£23. 0. 0.	£15. 0. 0.
Return	£43. 0. 0.	£33. 0. 0.	£21. 0. 0.
TO MELBOURNE	£34. 10. 0.	£24. 10. 0.	£16. 0. 0.
Return	£44. 10. 0.	£34. 10. 0.	£22. 0. 0.
TO YOKOHAMA	\$80.00	\$60.00	\$40.00
Return	\$120.00	\$90.00	\$60.00
TO YOKOHAMA & back from KOBÉ to HONGKONG	\$140.00	\$100.00	\$70.00

## THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

## FOR

SHANGHAI, NAGASAKI, KOBÉ &amp; YOKOHAMA. GNEISENAU ..... WEDNESDAY, 16th Jan. SHANGHAI, NAGASAKI, KOBÉ &amp; YOKOHAMA. PREUSSEN ..... WEDNESDAY, 30th Jan.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG,  
 VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. Co., O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	65. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Melchers & Co., AGENTS.  
Hongkong, 14th January 1907.

## Intimations.

## THE YOKOHAMA DOCK CO., Ltd.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 93 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 570 ft. Width of entrance, top 80.5 ft.; bottom 65 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lieber, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

## D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. till 10 P.M. My 35 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prizes Moderate and satisfaction guaranteed as attested by 5,700 Recommendations which I have received from all sources.  
 Hongkong, 16th November, 1904.

## A. CHAZALON &amp; CO.,

6, Queen's Road Central.

WHO have just received the Finest Assortment of ENGLISH and FRENCH CONFECTIONERY from the best makers of London and Paris;

## ALSO

A Large Variety of LIQUORS, BORDEAUX, PORT, SHERRY, WHISKY, &c., &c., from the most renowned houses in France and other foreign countries.

Hongkong, 11th January, 1907.

## F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, GENERAL COMMISSION AGENTS.

GROUND FLOOR,  
 ST. GEORGE'S BUILDING,  
 HONGKONG,  
 SOAP AND SODA MANUFACTURERS.

## SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

## Sole Agents for

FERGUSON'S SPECIAL CREAM and "O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF  
 HIPS STORES AND REQUISITES  
 ALWAYS IN STOCK

AT  
 REASONABLE PRICES.  
 Hongkong, 7th March, 1905.

## FURNITURE WAREHOUSE.

## LI KWONG LOONG &amp; CO.

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

No. 35, DES VOUX ROAD CENTRAL.  
 The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required. It has been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—  
 "We have pleasure in stating that Mr. LI KWONG LOONG furnished the Armchairs to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON &amp; Co., Ltd.

ORDERS punctually attended to, and CIFA "GES most moderate.  
 AN INSPECTION INVITED.  
 Hongkong, 14th March, 1906.

## HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

## TIME TABLE.

WEEK DAYS.	WEEK DAYS.
7.00 a.m. to 7.30 a.m. ... Every 30 minutes.	7.30 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.	11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.	1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.	2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.	3.30 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.	4.30 p.m. to 5.00 p.m. ... Every 15 minutes.

## NIGHT CARS

4.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

## SUNDAYS

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.	9.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.	11.00 a.m. to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.	1.30 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.	2.30 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.	3.30 p.m. to 4.00 p.m. ... Every 15 minutes.

## NIGHT CARS on Week Days

## SATURDAYS

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voux Road Central.

JOHN L. HUMPHREY & SON,  
 Liquidators.  
 Hongkong, 27th August, 1906.

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. FARANE,  
 Manager.  
 Hongkong, 22nd June, 1904.

## THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,  
 41 & 43, QUEEN'S ROAD CENTRAL,  
 TOP FLOOR.

PORTRAITS, GROUPS, and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.  
 Hongkong, 15th September, 1903.

## KWONG SANG &amp; Co.

No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Shawls, Pongee, Grasscloth, Fancy and Nece Goods, &c.

Latest style of Ladies' Blouses and Gentleman's Shirts made to order.

TRIAL ORDER SOLICITED.  
 Hongkong, 1st February, 1906.

## Entertainment.

## HONGKONG ST. ANDREW'S SOCIETY.

A SCOTCH CONCERT, to celebrate the Anniversary of the Birth of King James VI. and I.

ROBERT BURNS, will be held in St. George's Hall, City Hall, at 8.15 P.M.

FRIDAY, 1



## FARMINGTON

# Powell's

Ladies' Outfitters,  
ALEXANDRA  
BUILDINGS.

NEW  
GOODS  
NOW ON SHOW.

GOLF  
JERSEYS

White,  
Navy,  
Cardinal,  
from \$5 each.

White and Pale Blue,  
White and Navy,  
White and Myrtle,  
White and Red,

from \$5.25 each.

Splendid Value.

## COSTUMES

Latest Styles,  
Well Cut,  
Smart,  
from \$30 each.

DAINTY  
TAILOR-MADE  
SKIRTS

Serge,  
Tweed,  
Voile,  
Cloth,  
and Flannel,  
from \$9.50 each.

POWELL'S  
HONGKONG.

Hongkong, 31st December, 1906.

## TO LET

## NOTICE OF REMOVAL

On or about the 15th  
January

Messrs. K. A. J. CHO-

TIRMALL & Co.

will remove

to

NEW PREMISES

No. 64, QUEEN'S ROAD

CENTRAL,

formerly occupied

by the

Travellers' Hotel.

Hongkong, 14th January, 1907. [43]

## TO LET

FOUR-ROOMED HOUSES at PRAYA

EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 2nd January, 1907. [74]

## TO LET

NOS. 8 and 16, LEIGHTON HILL ROAD.

No. 15, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND

& LOAN CO., LTD.

No. 8, Queen's Road West.

Hongkong, 7th November, 1906. [88]

## TO LET

EUROPEAN SHOPS, OFFICES, and

GODOWNS (suitable for Dry Goods

Storage) at No. 14, Des Voeux Road Central,

(formerly occupied by Messrs. Sheehan, Tomes

& Co.)

Apply to—

HO TUNG,

Comptroller Department,

Jardine, Matheson & Co.

Hongkong, 26th November, 1906. [71]

## TO LET

THE Premises known as No. 109, WANCHAI

ROAD, now occupied by Messrs. Macdonald

& Co.'s Engineering Works. Possession, 1st

February, 1907.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 4th January, 1907. [81]

## TO LET

N. O. 1, WEST END TERRACE, Shamshu,

Canipa.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 10th December, 1906. [67]

## TO LET

"RANFURLY" CONDUIT ROAD.

OFFICES in KING'S BUILDING and

YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Con-

duit Road.

A HOUSE in RIFON TERRACE.

A HOUSE in WONG-NEI-CHUNG ROAD.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 14th December, 1906. [65]

## TO LET

A HOUSE in KNUTSFORD TERRACE.

KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 31st July, 1906. [64]

## Auction

## PUBLIC AUCTION

THE Undersigned have received instructions

to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

FRIDAY,

the 18th January, 1907, at 11 A.M., at their

Sales Rooms, No. 8, Des Voeux Road,

corner of Ice House Street,

A LARGE QUANTITY OF

NICKEL, SILVER and GOLD

WATCHES.

Terms—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 14th January, 1907. [113]

## Auctions

## PUBLIC AUCTION

THE Undersigned have received instructions

to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

TO-MORROW,

(WEDNESDAY) AND SATURDAY,

the 10th and 11th January, 1907, respectively,

commencing each day at 2.30 P.M. at No. 8,

Queen's Road Central,

A LARGE ASSORTMENT OF

SILVER and IVORY WARE.

Catalogues will be issued.

Terms—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 15th January, 1907. [106]

## PUBLIC AUCTION

THE Undersigned have received instructions

from the Harbour Master

to sell by

PUBLIC AUCTION,

ON

THURSDAY,

the 17th January, 1907, at Noon, on Board

The Steam Launch—

"YUT SUN,"

as she now lies in Canesway Bay.

Length over all—51 feet.

Breadth extreme—13 ft. 7 in.

Depth—7 feet.

Engine—Compound Surface

Condensing

Cylinders—9 in. by 18 in. by

125 lbs.

Boiler Pressure—

Hull, Boiler and Engine built in Hongkong

in 1903.

Terms—As usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 11th January, 1907. [101]

## PUBLIC AUCTION

THE Undersigned will let by Public

Auction,

ON

THURSDAY,

the 17th January, 1907, at 3 P.M., on the spot,

The Several Lots Numbered 1 to 19 on Plan

to be seen at the Auctioneers' Office, for erec-

tion of

BOOTHS and MATSHEDS

on the Government Ground adjoining the Race

Course, North of the Grand Stand Enclosure.

Terms—Cash.

For Plan and Conditions of Sale, apply to—

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 11th January, 1907. [105]

## PUBLIC AUCTION

THE Undersigned have received instructions

to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

SATURDAY,

the 19th January, 1907, at 11 A.M., at their

Sales Rooms, No. 8, Des Voeux Road,

corner of Ice House Street,

The Revenue Schooner

"PENG FEI"

as she now lies at Sai Kok North of San Shui.

Her dimensions are—

Length over all—78 feet.

Depth—9 feet.

Built of Teak with Two Frames by the

Hongkong and Whampoa Dock Co. in 1898.

The running gear, sails, anchors, &c., are

lying in the Godown of the Imperial Maritime

Customs and will be sold with the vessel.

Terms—As usual.

For further particulars, apply to—

HUGHES & HOUGH,

Auctioneers.

Hongkong, 12th January, 1907. [103]

## PUBLIC AUCTION

THE Undersigned have received instructions

to sell by

PUBLIC AUCTION,

ON

WEDNESDAY,

the 23rd January, 1907, commencing at 3 P.M.,

on Board the "Rambler," the following—

H.M. Surveying Vessel

"RAMBLER,"

Single Screw, Composite built, Copper

Sheathed,

Displacement—835 tons,

Indicated Horse Power—650 N.D.

Extreme Length—163 ft. 3 in.

Extreme Breadth—30 ft. 6 in.

Built—1880.

Engines—Compound Surface

Condensing

Cylinders—One of 18 in. by 30 in.

Propeller—Three Cylindrical

Direct Tubular.

Load on Safety Valves—60 lbs.

Distilling Condenser—Two Normandy's

Single No. 10 distilling 2,688 gallons

of water per 24 hours.

HULK "MIDGE,"

Late Twin Screw Gun Vessel 603 tons,

Composite built, Copper Sheathed.

Length—155 ft. 0 in.

Breadth—25 ft. 0 in.

To be Sold as they now lie in Hongkong

Harbour, with all Fittings, &c., on board.

A list of Fittings, &c., to be sold with H.M.

"Rambler" may be seen at the Office of the

Naval Store Officer, H.M. Naval Yard.

The Admiralty will not be responsible for

any errors in description of Ship, Fittings,

Stores, &c.

The Vessels will be OPEN TO INSPECTION

for Seven days before date of Sale, between 10

A.M. and Noon and 2 and 4 P.M. (Saturday and

Sunday excepted).

Inspecting Orders can be obtained from the

Auctioneers.

Terms—Cash before delivery; 25 per cent.

of the purchase money to be paid on the fall of

the hammer, balance and the clearance to be

effected within 7 days after date of sale.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 26th December, 1906. [119]

## SITUATION IN CHINKIANG

A letter just received from Pers. Thomas,

who is stationed at Yanchow, Kiangsu,

gives a short account of the situation in

the Grand Canal, which is a most interesting

and somewhat alarming one. The letter, bearing the date

of the 15th December, but which has become

disappeared in the interval. He estimates the

number of starving people in this one province

at nearly a million. The letter says—

My last letter explained the case of the misery

now reigning in Kiangsu province. Since

then, the population has migrated, the vast

numbers to Tsingkiang, Ku, and Yangchow,

Yanking and even to Shanghai, in order to

escape the certain death from famine which

threats them. In the face, though many

are already starving, preferring death from

hunger at home to the chance of falling vic-

tims to plague or some other epidemic else-

where. I estimate the number of those who

have left to beg their daily bread in other dis-

tricts at a third of the population. Many poor

families, for various reasons, could not go

others, in somewhat better circumstances,

possessing 30 to 40 mu of land (6 mu

up to an acre approximately) could not

make up their minds to



## Intimation.

A. S. WATSON &amp; CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

CHAMPAGNE  
DE  
ST. MARCEAUX  
& CO.REIMS  
1898 Vintage.VIN BRUT AND VERY DRY.  
Per Case 1 doz. quarts .....\$48.00  
" " 2 doz. pints..... 50.00A. S. WATSON & CO., LIMITED,  
AGENTS.

ALEXANDRA BUILDINGS.

Hongkong, 4th January, 1906. [3]

## NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

## SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.  
WEEKLY—\$18 per annum.

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## The Hongkong Telegraph

HONGKONG, TUESDAY, JANUARY 15, 1907.

## OUR ROYAL VISITORS.

On the 9th February, 1906, H. R. H. Prince Arthur of Connaught arrived in Hongkong, en route to Japan, whither he was proceeding, as head of a deputation, appointed by His Majesty King Edward VII., to deliver personally to His Imperial Majesty the Emperor of Japan, Great Britain's new ally, the insignia of the highest honour the latter country could confer upon him—the Order of the Garter. H. R. H. was entertained and fitted here, and all communities combined to show the honour due to the emissary of His Majesty the King of Great Britain and Ireland, Emperor of India, who was passing through our Colony on such an important mission. Nothing, we believe, was left undone to ensure the King's ambassador a right royal time, and we have reason to believe he got it. Lacking but three days to make it one year since the son arrived, his parents and sister, in the persons of Their Royal Highnesses the Duke and Duchess, and Princess Patricia of Connaught, will arrive in our midst. But what a difference between these two Royal Visits! The son was all *fit*, festivity, not to say frivolity, and fun. But the father's is purely a business matter and, while this loyal Colony wished to show its loyalty to His Majesty the King, through the medium of His Majesty's royal brother, the latter decided that, as his visit here was purely a business one, in His Royal Highness's capacity as Inspector General of the

Forces, a plain reception and nothing further, should mark the visit of His Royal Highness and party. And thus the Colony is robbed of the pomp and pageantry it promised itself to witness from the 6th to 9th February. But that is only one side of the picture. The Colony has scarcely yet recovered from the terrible devastation wrought by the almost unparalleled occurrence of Typhoon Day, and the subsequent disasters, both public and private, of varying characters, on account of which the community has been called upon to open, and open wide, its purse-strings, until straining point is not far off. We, therefore, can scarcely doubt that His Royal Highness the Duke of Connaught, with all that innate depth of conception and understanding, coupled with an entire appreciation of local conditions, which have ever characterized the scions of the House of Guelf, has taken the conditions into consideration, and refused to tax a Colony, already overburdened with its own cares and responsibilities, for the sake of mere social-entertainment. But however that may be, Their Royal Highnesses will not, we feel assured, be allowed to pass through our Colony without receiving every permissible sign of loyalty and devotion from the British subjects, resident here in Hongkong, both for their own sake as well as for the fact that His Royal Highness is the only surviving brother of our King, Edward VII., and what is lacking in elaboration will not be wanting in spontaneity.

## SUGAR PROSPECTS.

In an article last week the threatened invasion of the Southern markets for refined sugar by the refineries of Japan, occupied some space in these columns in an endeavour to emphasize the danger which, by the determination of our Japanese commercial competitors, imperils the material prosperity of the leading industry of Hongkong. In our comments not only was Japan's pushfulness apudadverted upon, but allusion was made to the further handicap which penalizes the Hongkong refineries by reason of the fact of the rise in exchange. With a higher sterling exchange ruling, which is another factor in favour of Japan, refiners of beet-sugar in the Continent of Europe are again enabled to flood the Far Eastern markets with their cheap products and successfully compete against cane-sugar which is the staple product handled by the local factories. The sugar production of the world has always had an exercising influence in determining the fortunes of Hongkong's premier industry. The expansion of the acreage, or the diminution thereof, given to beet production influences in a detrimental or beneficial manner, as the case might be, the prices of sugar milled from the cane. This being so, the most recent reliable official statistics available will furnish pleasing reading to those whose interests might be adversely affected by a too great over-supply of beet to under-sell cane-sugar wherever the Eastern world is more directly concerned as regards one of the important daily commodities. The following approximate estimate of last year's beet-sugar crop, with a comparison of the preceding year, just published by a Belgian statistician, is supplied by Consul-General H. W. Diedeich of Antwerp:

Countries.	1905.	1906.	1905-6.	1906-7.
France	460,884	469,498	1,000,000	708,000
Belgium	170,503	148,969	350,000	270,000
Holland	116,610	108,725	907,000	185,000
Austria-Hungary	119,448	107,143	2,415,000	2,150,000
Czechoslovakia	96,517	83,077	1,370,000	1,200,000
Russia	209,769	1,238,616	931,000	1,315,000
Sweden	66,918	24,731	191,000	135,000
Denmark	37,065	37,065	67,000	70,000
Spain	79,073	81,544	60,000	90,000
Italy	91,428	91,599	100,000	125,000
Greece, Switzerland, etc.	31,093	34,594	38,000	40,000
All Europe	1,463,319	1,438,368	6,555,000	6,473,000

This estimate is based on the condition of beet-sugar fields all over Europe, as ascertained during the first week of October, and it was expected the weather of November would determine whether the figures of the net results will have to be varied one way or the other. According to the above statistics there was a decrease in the acreage sown to sugar-beet seed in all Europe amounting to 5.08 per cent, and 6.93 per cent less sugar was produced when compared with the crop of 1905.

## LOCAL AND GENERAL.

A FIRE broke out in the Chinese city at Bangkok causing damage to the amount of ten million ticals.

THE *Shanghai Mercury* is glad to learn that there is no truth in the report that Mr. Henry Keswick has expressed his desire to retire from further service on the Municipal Council.

It is stated in a Tokyo despatch that the destroyer (Gor-ton) and three torpedo-boats (each 110 tons) for the Japanese Navy, which are to be launched at Kawasaki Dockyard during the present year, will be taken to Sima by Japanese officers and petty officers when their equipment has been completed. The Japanese on board these vessels are to be engaged by the Japanese Government as naval instructors, torpedo vessels being a novelty in Sima's Navy.

THE Chinese Government has ordered the Viceroy of Guangdong, Yunnan and Szechuan, to take measures to reduce the extent of the fields now cultivated with poppies to one half from last spring.

POLICE Constable Rob, of the Water Police Station, summoned the coxswain of the steam launch *Tai-ko* before Mr. F. A. Hazeland, at the Police Court, to-day, for failing to exhibit a bright light on his launch while playing in the harbour at 4 a.m. on the 10th instant. Evidence was heard, and the coxswain was fined \$5.

CHAN Shi, the owner of the steam launch *Hoi-kong*, who resides at No. 29, Wing Lok Street, was summoned before Mr. F. A. Hazeland, at the Police Court, this morning, by P. U. Barrie, of the Water Police Station, for allowing his launch to ply for hire in the waters of this Colony, on the 11th instant, without having a certificated coxswain and a proper engineer on board. Mr. Daniels, of Messrs. Johnson, Stokes and Master, appeared for the defence and the case was adjourned.

REPLYING to a question from Mr. J. D. Ross in the House of Commons, on 11th ult., Mr. J. E. Mills, parliamentary secretary to the India office, said he could make no statement as to the possibility of Hindus without occupation in Canada being repatriated. Mr. Winston Churchill added that steps had been taken to deter the further emigration of Hindus to British Columbia. The secretary of state did not think it necessary to suggest to the Dominion government the appointment of a special officer to protect Hindu interests.

A TELEGRAM to the *Asahi*, from Shanghai, says that Messrs. Butterfield and Swire have put out a steamer on the Shanghai-Japan line. Their boats, it is added, do not obtain much cargo from Japan but they are generally well loaded with goods from the Chinese side, and as the line is proving much more profitable than the ordinary coast-wise services, the English firm is likely to divert more of its steamers thither. All this makes for the convenience of shippers, however inconvenient it may be for competing companies. —*Japan Mail*.

QUITE a little series of opium seizures has been made by the Customs Guards on board incoming steamers during the past week. First came a nice little haul of one thousand ticals on board the *s.s. Koh-shi-Chang*; next they found one hundred ticals on board *s.s. Proteus*, and lastly, a further seven hundred and thirty ticals on board *s.s. Samson*, a total of 1,830 ticals, valued, at the Government rate, at 1,830,000. It would be interesting to know just how many boats from Swatow and Hongkong do not have illicit opium on board, inquires the *Sham Observer* of 31st ult.

A COOLIE, Lam Kai by name, was arraigned before Mr. F. A. Hazeland, this morning, at the Police Court, at the instance of Police Sergeant Sim, on a charge of burglary. The accused broke into an unnumbered house at Sam-shui-po at five o'clock this morning and was leaving the premises with a box containing \$23 worth of clothing when he was spotted by one of the inmates, who at that time was getting up to go to work. A chase followed and accused was arrested. His Worship convicted him and he was sentenced to one month's hard labour and four hours' stocks.

HO FAT, a fireman, on board the C. P. R. Company's liner *Empress of China*, was charged before Mr. C. A. D. Melbourne, this morning, at the Police Court, with behaving in a disorderly manner on tramcar No. 13 last evening. The conductor of the car stated that accused boarded his car at Observation Place and paid three cents to go to Tai Wong Street. On arrival there accused refused to leave the car. A row followed between him and the conductor, during which accused dragged the ticket collector out of the car and kicked him. He attempted then to get away, but was arrested. He was fined \$2.

JAPANESE papers state that the repairs to the *Atsuta* continue to make great progress. As the battleship was constructed in 1900, she is in some respects rather out of date, and it is therefore intended to introduce a number of changes into the various departments of the vessel, embodying the improvements suggested by the experience gained in the late war. The armament will also be strengthened and a new turret constructed. It is expected, however, that the entire work will be completed by the end of this year. The *Atsuta* will then be on a par with the British-built battleships *Kashima* and *Katori* in armament and power.

THE coolie, Chan Cheung, who was arrested in Des Vaux Road Central on Sunday afternoon and ordered to be held in police custody yesterday by Mr. F. A. Hazeland, at the Police Court, on a charge of theft, came before the Bench this morning for sentence. The accused, it was alleged, rushed up to the counter of the Shing Kee money-changer's shop and snatched from the hand of the accountant a roll of Kwangtung banknotes. He made an attempt to escape but was arrested after a hot chase. The roll of bills was not recovered. His Worship sent accused to gaol for six weeks and ordered him to be exposed in the stocks for four hours.

THE Indian watchman who is employed in the Rope Factory at Kennedy Town while going his rounds last evening found a strange Chinaman asleep in the servants' quarters of the building. He awoke the man and as he could give no satisfactory account of himself the watchman removed him to No. 7 Police Station where he was charged with trespassing without permission. At the Police Court, this morning, the Chinaman, who said he was Lai Kok Leung, stated that he went to the Rope Factory to meet a friend, but finding him out, sat down and waited his return. He admitted he had not the manager's permission to be there. A fine of \$5 was imposed.

## HONGKONG BANK.

## PROPOSED INCREASE OF CAPITAL.

## DIVIDEND AND BONUS DECLARED.

We are officially authorised to state that, subject to audit, the Directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting—

a Dividend of £1 15/- per share  
a Bonus of £1 per share  
Add to the Reserve Fund \$750,000  
and carry forward about \$1,700,000.

Further, the Directors have resolved to approach the Hongkong Government to amend the Bank's Ordinance in order to provide for an increase of capital, and will recommend at an extraordinary general meeting to be called later, the creation of 40,000 new shares of \$125 each to be issued to shareholders at the price of £30 each, at current rate of exchange, in the proportion of 1 new share to 5 old.

## ALLEGED ASSAULT BY INDIAN SOLDIERS.

## BOTH PARTIES CONVICTED.

Mr. F. A. Hazeland, at the Magistracy, at noon, to-day, gave his decision in the case, which has attracted much public attention, in which Mr. P. W. Goldring, solicitor, summoned Alla Din and Malu Khan, both of the 4th Company, 129th Baluchis, for assault alleged to have taken place at "Parkside," Kowloon, on 15th October last, and the cross-examinations against Mr. P. W. Goldring and Mr. F. C. Barlow also for assault.

Mr. G. E. Morrell, of Messrs. Denny and Bowley (Crown Solicitors), represented the complainants in the first case, while Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared to defend the Indians.

His Worship, in very few words, said that the evidence on both sides was very conflicting. No assault had been proved to his satisfaction, but he found both parties guilty of disorderly conduct and convicted them, although no fines were imposed.

Mr. Morrell begged leave to appeal and was refused.

## JAPANESE STEAMER ASHORE.

## FEARED TOTAL LOSS.

According to a telegram from Fushiki Yecchu Province, dated the 3rd instant, the *Shiganoura Maru* steamer, (2,211 tons) owned by Mr. Minamiyama Kaneko, of Shimonoseki, in the same province, has stranded off Oguchi, Noto Province. The steamer *Nitta-maru* has been dispatched to the scene of the disaster to render assistance in refloating. The damage to the hull of the ill-fated vessel is stated to be serious, and it is feared that there is little hope of refloating the vessel. The passengers and cargo are landed.

## THE ROYAL HONGKONG GOLF CLUB.

The monthly competitions for the Robertson Farewell Cup, was held at Happy Valley from the 12th to 14th January, 1907. The following returns were made:—

ROBERTSON FAREWELL CUP.	
Mr. J. Clark	77+ 1=78
Mr. T. B. Norris	84= 5=79
Major Lewis	87= 7=80
Mr. C. H. Gale	91= 8=83
Mr. A. Gittins	85 scr.=85

## POOL.

Major Lewis	83= 7=76
Mr. J. Clark	77+ 1=78
Mr. G. E. Morrell	100=18=82

Winner of Cup. \*Winner of Pool. The next quarterly meeting will be held at Happy Valley from the 19th to 21st January, 1907.

A TACOMA "special" of Dec. 70 states: The U. S. Oriental steamship line announces a reduction of fifty cents (gold) a ton after January 1 on rates on flour and wheat to Oriental ports. This announcement is the result of a meeting of the heads of freight departments of all transportation lines having ports on the North Pacific coast. The meeting was held at Seattle. The C. P. R. officials, when approached on the matter announced that they were in line to meet the reduction which will extend from January 1, 1907, to March 31, 1907. This will mean that during that period the rates to Japan will be \$3.50 per ton and to Hongkong \$4 per ton on flour and wheat.

THE coxswain of the steam-launch *Alexandra* was before Mr. F. A. Hazeland, to-day, at the Police Court, in answer to a summons, taken out by P. C. Roby, which accused defendant of failing to exhibit his licence in a conspicuous place on board the launch, on the 10th instant. The coxswain maintained that as the launch was undergoing repairs he did not think it was necessary to exhibit his licence, as the launch was not doing any work. The police stated that as far as they knew the *Alexandra* had been running for some time. They believed that accused's licence was on shore. The case was remanded in order to allow the police to make inquiries at the Harbour department as to whether the coxswain owned a licence or not.

## CANTON DAY BY DAY.

## [From Our Own Correspondent.]

Canton, 14th January.  
In Canton, the streets are very narrow, indeed, and fire is often the cause of their being widened. The police authorities have issued instructions to the householders of the property in Lin Tang Street, where a fire recently broke out and where twenty odd buildings were destroyed, as was reported by me the other day, ordering them to remove their new buildings a foot further in on both sides of the footpath, when rebuilding.

It is an official custom that on the first day of every moon, officials have to visit the different temples to pay their homage to the gods, but if an eclipse of the sun or moon falls on such days, they need not do so. The Viceroy has issued notifications to his subordinates to that effect, so that no officials need visit the temples to-day.

As President, Chang To Chai has on several occasions (entered in his resignation from the Yuet-hai Railway Company, yesterday, a number of shareholders purposely called on H. E. Chang Pat Sze, the ex-Minister of Railways and Mining and earnestly requested him to fill the vacancy if President Chang To Chai really resigns. H. E. Chang replied that he could not take up this post, unless he is unanimously elected by all the shareholders at home and abroad.

With reference to the recent trouble in connection with the examination of accounts of the Yuet-hai Railway Company, the officials of the Government Railway Bureau have ordered Chiu Lis Sut, a member of the Board of Directors of the Company, to at once find out the ringleaders of the outrage and hand them over to the Bureau to be dealt with, as a warning against such future occurrences.

## THE BRITISH FLEET AT BANGKOK.

The *Sham Observer* of 31st ult. says:—H. B. M. sloop-of-war *Clio* arrived off the Bar yesterday morning and waited there until joined by the first-class armoured cruiser *King Alfred* the flagship of Vice-Admiral Sir Arthur W. Moore, in the evening. The despatch vessel *Alacrity* which was originally intended to have paid a visit, has not done so, her presence being required elsewhere. The *King Alfred* is anchored some three or four miles to the south-east of the Bar, where she will remain probably until Thursday afternoon next. The *Clio*, with Admiral Moore and his staff and a party of officers from the *King Alfred* on board, as well as the Admiral's launch, passed Pakwan this morning at 9.45 and dropped anchor off the British Legation at about noon. Admiral Moore will remain the guest of Mr. W. R. D. Beckett, H. B. M. Charge d'Affaires, during his stay. He will, we understand, attend the Birthday party of H. M. the Queen and H. R. Crown Prince at the Saranrao Garden 10-day, while the various clubs, etc., have made preparations to entertain the officers of both the *King Alfred* and *Clio*. As previously stated in these columns, the *King Alfred* is under the command of Captain C. F. Thursby, and the *Clio* under Commander C. D. S. Raikes. The *King Alfred* is an armoured steel cruiser of 14,000 tons displacement and a speed of 23 knots an hour. She has two 9.2 guns, sixteen 6 inch breech-loaders, fourteen 12 pdrs., three 3 pdrs., nine lighter guns and two torpedo tubes. She was launched at Barrow in 1902 and has a complement of 900 officers and men. The *Clio* is a river gunboat of 1,072 tons, and six guns, with crew of 150 all told. As she lay in the river to-day, fully dressed in honour of the Royal Birthdays and with the broad pennant flying at the fore, she looked very pretty indeed.

We understand that Admiral Sir A. Moore and his staff will be presented to H. M. the King by Mr. W. A. Beckett, H. B. M. Charge d'Affaires, to-morrow afternoon.

## THE JAPANESE SHIP-BUILDING PROGRAMME.

## THIS YEAR'S LAUNCHES.

The war vessels which are expected to be launched this year in Japan, according to a vernacular paper, are as follows:—The battleship *Aki*, at Kure, about May. The armoured cruiser *Kurama*, at Yokosuka, about May. The armoured cruiser *Tsukiji*, at Kure, date of launch not fixed. The second-class cruiser *Tama*, at Sasebo; the second-class cruiser *Mogami*, at Kure; the second-class cruiser *Yodo*, at Kawasaki; so dates have been fixed for the launch of these ships. The torpedo-destroyer *Kikuzuki* will be launched at Uraga, about May.—*Japan Chronicle*.

MANY newspapers, and especially those in the Far East, make a feature of describing with more or less accuracy the dresses worn by ladies at garden-parties, concerts and similar public functions. A correspondent of a Malay paper writes an effective protest to his favourite journal in the following terms:—I see you have again permitted your columns to be filled with that sort of the vulgar mind—a drapery list of the elite of Kuala Lumpur this time. On this occasion it is even more shockingly written than usual. Whatever interest can be evoked by the remark "Miss Page green and white"? One at once pictures a violent apple green with huge white stripes. Again, we are told that "a perfect deluge came down just before the last race," and our only hope is that Mrs. Talbot, who was dressed only "in a cream bat with roses" did not catch her death of cold in so unbecomingly a costume. What absurd nonsense it all is.—It is absurd nonsense, yet it is done ad nauseam by some Far Eastern newspapers other than those in the Malay States and the Straits Settlements. We would commend the above to them.—*Japan Chronicle*.

## THE LING NAM'S

## HONGKONG TELEGRAPH SERVICE.

## IMPERIAL CENSURE.

## CHINESE MINISTERS REBUKED.

## [From Our Own Correspondent.]

Shanghai, 15th January.

3 p.m.

An Imperial decree has been issued censuring T. E. Tang Shao-yi and Chang P. Hsi for appointing favourites to posts in their Ministry.

## F. M. GOODE'S TRIAL.

## ACCUSED COMMITTED.

## [From Our Own Correspondent.]

Shanghai, 15th January.

8 p.m.

F. M. Goode, late secretary of the Shanghai Electric and Asbestos Co., Ltd., was yesterday committed to trial on charges of embezzlement and larceny.

The further charge of obtaining money under false pretences was dismissed.

(Fred) Montier Goode was charged that he did on the dates following embezzle and steal the moneys following: the property of the Shanghai Electric and Asbestos Co., Ltd., his employer, for which they were responsible:—Tls. 400 on August 15, 1906; Tls. 32.08 on May 23, 1906; Tls. 55.52 on July 6, 1906; Tls. 66.15 on October 10, 1906; \$100 on May 1, 1906; \$78.20 on April 25, 1906; \$18.50 on April 26, 1906; \$90.13 of May 4, 1906; and \$23 on June 11, 1906.

Mr. N. C. Home, instructed by Mr. H. Brown, appeared to prosecute on behalf of the Shanghai Electric and Asbestos Company and Mr. L. Andrews (Messrs. Andrews and Brooks) appeared for the defence.—Ed., H.A.T.]

## JUNKS IN COLLISION.

A collision between a ballast boat and a junk occurred off Blackhead's Point at 3.15 o'clock yesterday afternoon. The damage done to the ballast boat is estimated at \$100. The ballast boat, so we are informed, was being towed in the direction of Lyesmoon Pass by a steam-launch. Coming from the opposite direction was the junk. Nearer and nearer they came, the junk people, so it is alleged, thinking that the launch and her tow would pass in time. The junk therefore kept on her course, and before anything could be done to avert a collision she crashed into the ballast boat, doing considerable damage and ships. The usual inquiry will be held.

## DEVELOPMENT OF SAGHALIEN.

## ENCOURAGING FISHERIES.

The Civil Administration Office in Kabafoto has now under consideration the establishment of marine-products guilds at Korsakov, Maikro, and Nayoro. The existing guild, which has its head office at Hakodate, will be dissolved. A generous subsidy will be given to the new guilds, which will deal with the examination and inspection of marine products of all descriptions. A marine products refining station will subsequently be built, and a score of smaller guilds are to be established in several villages on the coast, all of which will be under the control of the guild in Korsakov.

## THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hong Kong Observatory:—On the 15th at 11.30 p.m. the barometer has risen generally, except over E. Japan and Central China.

The depressions noted yesterday, have passed to the Eastward of Japan. Pressure is highest over the E. coast of China.

Gradients are in order to slight, and fresh monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

## FORECAST.

1.—Hongkong and neighbourhood, N.E. to E. winds, fresh, fine.  
2.—Formosa Channel, same as No. 1.  
3.—South coast of China between Hongkong and Lamocka, same as No. 1.  
4.—South coast of China between Hongkong and Hainan, same as No. 1.

## SHIPPING AND MAILS.

## MAILS DUE.

German (*Gulistan*) 17th inst., daylight.  
American (*Alingolia*) 20th inst.

The Boston S. S. Co.'s *s.s. Shawmut* sailed from Kobe on 14th inst., for Mpl.

The *s.s. Salween* sailed this morning from Shanghai, and may be expected here on 16th inst.

The Java-China-Japan Lijn's *s.s. Tijldestad* left Macassar for this port on 14th inst., and may be expected here on 22nd inst.

The Imperial German Mail *s.s. Mantle* left Monday on 14th inst., afternoon, and may be expected here on 17th inst., daylight.

The N. Y. K. *s.s. Kaga Maru*, American Line, left Kobe for this port via Mpl. on 14th inst., and is expected here on 20th inst.



## TELEGRAMS.

[Reuters.]

## The United States and Japan.

London, 13th January.  
The correspondent of the *Times* at Ottawa says that the Foreign Minister, Viscount Hayashi, has notified the Japanese Consul that the visit of the Japanese fleet to the Pacific coast is postponed indefinitely owing to the situation in the United States.

Later.

## The "Awa Maru."

The Japanese mail steamer *Awa Maru* has been refloated.

## The Duke of Connaught's Tour.

Reuter's correspondent in Melbourne wires that the Federal Government is considering a suggestion that the Duke of Connaught be invited to extend his journey to Australia to inspect the forces.

The proposal is favoured in military circles.

## SUPPRESSION OF OPIUM-SMOKE.

The authorities of Tientsin are experiencing difficulties in enforcing strict obedience to the recent opium regulations. In spite of the stringent orders issued by the Viceroy and other Authorities, which have been posted up everywhere by means of proclamations, a number of keepers of public houses have been detected in violating the prohibition against keeping lamps for the use of customers. The offenders have been arrested and severely dealt with, besides which, the houses have been closed by official order.

The owners of houses in the city and the suburbs are notified that they are to keep a close watch on the occupants that no opium-smoking is allowed in their property, and in case of any violation of the prohibition, they are to report to the Authorities. But if they are found to be in league with the keepers of opium dens, their houses will be confiscated.

By thus inviting the co-operation of the landlords, and inflicting condign punishment upon all offenders against the regulations, it is hoped by the Tientsin Authorities that all opium smoking in public will be effectively checked.

—S. C. D. Journal.

## DISGRACEFUL ASSAULT ON FOREIGNERS.

DRUNKEN RICKSHAMEN IN KOBE.

While we have frequently had to refer to the nuisance of postering by ricksha coolies of late it is, fortunately, seldom that a case of assault such as that which occurred on Thursday night in Kobe has to be recorded, remarks the *Japan Chronicle* of 5th inst.

Messrs. A. H. Hansen and A. F. John chartered two rickshas outside the Club Concordia, Kobe, on the evening in question at a little before 8 o'clock, and proceeded to their residence on the Hill. They alighted from the vehicles at the foot of the hill leading to Yamamoto-dori, 1-chome, when Mr. Hansen paid the men thirty sen (considerably more than the legal fare) giving the money to the man who had pulled his ricksha and stating that that was the fare for the two. On alighting Mr. John remarked to Mr. Hansen, in German, that he was glad he had arrived at the end of the journey in safety because his *Surumaya* was apparently intoxicated.

The foreigners were proceeding up the hill, Mr. Hansen a few steps ahead of Mr. John, when the former gentleman suddenly noticed that the coolie who had propelled Mr. John was following with his lantern and immediately struck Mr. John on the back. A struggle ensued, with the result that both fell to the ground. As the fight was apparently to continue, Mr. Hansen of course went to the assistance of his friend, but was prevented by force from interfering by the other coolie, who dealt Mr. Hansen several blows. Mr. Hansen was able to secure Mr. John's assailant's lantern, which bore the number, 1,298, and this was subsequently handed over to the police. When Mr. John regained his feet they moved a little higher up the hill, but the coolies—naturally anxious to regain the lantern—followed, abusing the foreigners and threatening to attack them again. At the corner of Kitano-cho the rickshamen, who made the first attack, again struck Mr. John, with the result that they were soon both struggling in the gutter.

Meanwhile a party of about ten people, apparently of the lower class, came down the hill and mingled in the affray, taking the part of the coolies. Mr. John cried out to Mr. Hansen for assistance and he ran to him, at the same time shouting loudly for help, as the whole crowd were now attacking the foreigners, and they were, of course, too many for the two to manage alone. At that moment one of the crowd struck Mr. Hansen in the face, and Mr. John's hat and umbrella, which he had been carrying, were snatched from him. One of the crowd beat Mr. John over the head with the umbrella while he was still lying on the ground.

When Mr. John had once more regained his feet a Japanese gentleman, who spoke English, came up and advised the foreigners to pay something more to pacify the infuriated coolies. This was done somewhat reluctantly, but it was considered the only means of avoiding further trouble. Then another man, who subsequently proved to be a jinnickshamen from the stand at the corner of Kitano-cho, 1-chome, where the two gentlemen are well known, went to their assistance, and escorted them to their residence.

Mr. John's face was badly bruised, besides which he lost his hat and umbrella, while Mr. Hansen's hat was absolutely spoiled and his overcoat torn.

The matter is now in the hands of the police.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## BALNEATION-INTERNATIONAL EXHIBITION.

To the Editor of the "HONGKONG TELEGRAPH."  
SIR,—I have the honour to inform you that an "International Exhibition of Balneation and of Bathing-Resort Life" will take place in Spa, Belgium, in July-August 1907.

The Committee shall feel very much obliged if you will insert the enclosed notice in your valuable paper.—I am, etc.,

A. VAN BIERVLIET,  
Acting Consul for Belgium.  
Consulat de Belgique,  
Hongkong, 14th January, 1907.

[Enclosure.]  
INTERNATIONAL EXHIBITION OF BALNEATION AND OF BATHING-RESORT LIFE IN SPA (BELGIUM).

Spa, the summer residence of H. R. H. Princess Clementine of Belgium, is situated in the most picturesque position of the Ardennes mountains. It is (Golden Book) shows it to have a renown which originated three and a half centuries ago. It owns the richest ferruginous mineral waters and its thermal establishment is the finest and the most comfortable one of Northern Europe. The healthy estate of Spa has become proverbial. The season extends from June to November.

Therefore, a considerable success is surely in store for the Exhibition of Balneation and Bathing-Resort Life, which will take place in Spa in July-August 1907, under the graceful patronage of H. R. H. Princess Clementine and under the auspices of the Belgian Government, the province of Liege and the municipality of Spa.

The programme of this Exhibition includes balneology, hygiene, medicine and chemistry, architecture, furniture and its accessories, the decorative and graphic arts, electricity, styles, Alimentation, locomotion, sport and play, association and publicity.

The offices of the General Secretary of the Exhibition are established 42, Avenue de Marteau, Spa.

## OPENING OF NANNING.

The port of Nanning, in Kwangsi province, was opened to foreign trade on the 1st inst., as already reported in our telegraphic columns. According to a Chinese contemporary, the site of the foreign settlement is to be on the West Bund, on the West River. A new rule by which the sovereign rights of China over her own territory will be preserved has been adopted. Instead of selling the land to foreign merchants, building lots of ten chang square are to be leased to them at Tls. 40 per annum for a period of thirty years, the lease to be renewable at the expiration of that term for a similar period. A substantial house has to be erected by each lessee within two years and the house is to be built according to plans approved by the local Taotai.

The Custom House and quarters for its officials will also be erected on the Bund, but the examination office will be a pontoon moored in the river.

A Chinese contractor from Hongkong has secured the contract for the construction of the bund.

## SAN FRANCISCO AND JAPAN.

THE JAPANESE SCHOOL DIFFICULTY.

SECRETARY METCALF'S REPORT.

Washington, Dec. 20.—The report which Secretary Metcalf has presented to President Roosevelt, on the subject of the Japanese school difficulty in San Francisco, will be read with interest all over the coast. In part, the report is as follows:

It seems that several years the board of education of San Francisco had been considering the advisability of establishing separate schools for Chinese, Japanese, and Korean children, and on May 6, 1905, passed the following resolution:

"Resolved, That the board of education is determined in its efforts to effect the establishment of separate schools for Chinese and Japanese pupils, not only for the purpose of relieving the congestion at present prevailing in our schools, but also for the higher end that our children should not be placed in any position where their youthful impressions may be affected by association with pupils of the Mongolian race."

And October the 11. board passed the following resolution:

"Resolved, That in accordance with Article X, section 166, of the school law of California, principals are hereby directed to send all Chinese, Japanese, or Korean children to the Oriental Public School, situated on the south side of Clay street, between Powell and Mason Streets, on and after Monday, October 15, 1906."

The action of the board in the passage of the resolutions of May 6, 1905, and October 11, 1906, was undoubtedly largely influenced by the activity of the Japanese and Korean Exclusion League, an organization formed for the purpose of securing the enactment by the Congress of the United States of a law extending the provisions of the existing Chinese exclusion act so as to exclude Japanese and Koreans.

The league claims a membership in the State of California of 78,500, three-fourths of which membership is said to be in the city of San Francisco. The membership is composed almost entirely of members of labour organizations. Section 2, of the constitution of the league, is as follows:

"The league as such shall not adopt any measures of discrimination against Chinese, Japanese or Koreans now or hereafter lawfully resident in the United States."

Yet, on October 22, 1905, at a meeting of the league held in San Francisco, as reported in the *San Francisco Chronicle* of October 23, 1905, a resolution was adopted by the league instructing its executive committee to appear

before the board of education, and petition for separate schools for the Mongolian children of San Francisco.

The temper and tone of the more conservative newspapers may better be illustrated by an epitome of their argument on the public schools question.

That argument, practically, is as follows: The public schools of California are a state and not a federal institution. The state has the power to abolish those schools entirely, and the federal government would have no right to lift its voice in protest. Upon the other hand, the state may extend the privileges of its schools to aliens upon such terms as it, the state, may elect, and the federal government has no right to question its action in this regard.

Primarily and essentially the public schools are designed for the education of the citizens of the state. The state is interested in the education of its own citizens alone. It would not for a moment maintain this expensive institution to educate foreigners and aliens who would carry to their countries the fruits of such education.

Therefore, if it should be held that there was a discrimination operating in violation of the treaty with Japan in the state's treatment of Japanese children, or even if a new treaty with Japan should be framed which would put in on behalf of Japanese subjects the "most-favoured-nation" clause, this could and would be met by the state, which would then exclude from the use of its public schools all alien children of every nationality and limit the rights of free education to children of its own citizens, for whom the system is primarily designed and maintained, and if the state should do the federal government could not complain, since no treaty right could be violated when the children of Japanese were treated precisely as the children of all foreign nations.

The feeling in the state is further intensified, especially in labor circles, by the report on the conditions in the Hawaiian Islands as contained in Bulletin 66 of the Bureau of Labor, Department of Commerce and Labor. The claim is made that while labor has been entirely driven from the Hawaiian Islands, and that the Japanese are gradually forcing even the small white traders out of business.

Many of the foremost educators in the state, on the other hand, are strongly opposed to the action of the San Francisco board of Education. Japanese are admitted to the University of California, an institution maintained and supported by the state. They are also admitted to, and gladly welcome at, Stanford University. San Francisco, so far as known, is the only city which has discriminated against Japanese children. I talked with a number of prominent labor men and they all said that they had no objection to Japanese children attending the primary grades; that they wanted Japanese children now in the United States to have the same school privileges as children of other nations, but that they were unalterably opposed to Japanese young men attending the primary grades.

The objection to Japanese men attending the primary grades could very readily be met by a simple rule limiting the ages of all children attending those grades. All of the teachers with whom I talked while in San Francisco spoke in the highest terms of the Japanese children, saying that they were among the very best of their pupils, cleanly in their person, well behaved, studious and remarkably bright.

The board of education of San Francisco declined to rescind its resolution of October 11, claiming that having established a separate school for Chinese, Japanese and Korean children, the provision of section 166a of the political code became mandatory.

A boycott was maintained in San Francisco from October 3 to October 24 by members of the Cooks and Waiters' Union against Japanese restaurants doing business in that city. Nearly all of the leaders of labor organizations in San Francisco, interviewed on this subject, disclaimed any knowledge of any formal action being taken for the boycotting of these restaurants. They admitted, however, that there was a decided sentiment in the union against patronizing Japanese restaurants, and that that sentiment was created and fostered by speeches in union meetings and by personal action of the different members, with the object of not only preventing union labor men, but the public as well, from patronizing these restaurants.

It appears that the Japanese restaurant keepers of San Francisco have a union of their own, of which S. Imura is president. They made application, so they say, to the Cooks and Waiters' Union of San Francisco for admission to membership in that union, but their application was denied. After the boycott had been maintained for a few days the Japanese restaurant keepers held a meeting for the purpose of discussing the boycott and of devising some way of stopping it. They discussed first the obtaining of an injunction, and appointed a committee. This committee visited the Japanese-American Association located in San Francisco and asked the association to consult a lawyer. They were informed that a test case would cost \$500, and that if the test case failed it would cost each restaurant keeper \$200 for each case tried.

I saw the chief of police, as also H. H. Colby, captain of police in charge of the district in which most of the Japanese restaurants are located, and was informed by both these officers that as soon as their attention was called to the disturbances on Third street, officers were detailed at each of the Japanese restaurants at each meal hour, and that the officers were instructed to arrest if any violation of the law was committed and that after the officers were so stationed there were no disturbances or violations of the law.

The chief of police assured me that every effort would be made by him to protect the Japanese restaurants in San Francisco, and that all violators of the law would be promptly arrested and punished. The acting mayor of San Francisco also assured me that he would co-operate with the police department of the city, and would see that everything possible

was done to protect the Japanese subjects and prevent violations of law.

I am satisfied, from inquiries made by me and from statements made to me by the Japanese restaurant keepers, that the throwing of stones and breaking of windows was not done by the men picketing the restaurants, but by young men and boys who had gathered in front of the restaurants as soon as the boycott was instituted.

Dr. F. Comon, of the Imperial University of Tokio, one of the world's most distinguished scientists, and, as stated by Prof. George Davidson, of the University of California, one of the greatest living authorities on seismography, sent to San Francisco by the Japanese government to study the causes and effects of the earthquake, was stoned by hoodlums in the streets of San Francisco. Prof. T. Nakamura, professor of architecture in the Imperial University of Tokio, was also stoned in the streets of San Francisco by young toughs and hoodlums. Doctor Omori was also assaulted when visiting Eureka, Cal. Neither of these eminent gentlemen made formal complaint of these assaults, and wished that no official recognition be taken of them.

The police records of San Francisco show that between May 6, 1906, and November 5, 1906, 290 cases of assault ranging from simple assaults to assaults with deadly weapons and assaults with murderous intent, were reported to the police of San Francisco. Of the number so reported, seven were for assaults committed by Japanese, and two complaints were made against Japanese for disturbing the peace. The Japanese population in San Francisco is about 6,000. The total population of San Francisco to-day is estimated to be between 325,000 and 350,000.

While the sentiment of the State of California, as manifested by the public utterances of the Japanese and Korean Exclusion League by articles in many of the leading newspapers in the state, by declarations of the political parties in their platforms, and by the passage of a joint resolution by the state legislature on March 7, 1905, is in favour of the exclusion of Japanese coolies, yet the overwhelming sentiment in the state is for law and order and for the protection of Japanese in their persons and their property.

The chief of police of the city of San Francisco, as also the acting mayor of the city, assured me that everything possible would be done to protect the Japanese subjects in San Francisco, and they urgently requested that all cases of assault and all violations of law affecting the Japanese be at once reported to the chief of police.

I impressed very strongly upon the acting mayor of the city, as also upon the chief of police, the gravity of the situation, and told them that, as officers charged with the enforcement of the law and the protection of property and person, you looked to them to see that all Japanese subjects resident in San Francisco were afforded the full protection guaranteed to them by our treaty with Japan. I also informed them that if the local authorities were not able to cope with the situation, or if they were negligent or derelict in the performance of their duty, then the entire power of the Federal government within the limits of the constitution would be used, and used promptly and vigorously, to enforce observance of treaties, which, under the constitution, are the supreme law of the land, and to secure fit and proper treatment for the people of a great and friendly power while within the territory of the United States.

I, therefore, the police power of San Francisco is not sufficient to meet the situation and guard and protect Japanese residents in San Francisco, to whom under our treaty with Japan we guarantee "full and perfect protection for their persons and property," then, it seems to be, it is clearly the duty of the Federal government to afford such protection. All considerations which may move a nation, every consideration of duty in the preservation of our treaty obligations, every consideration prompted by fifty years or more of close friendship with the Empire of Japan, would unite in demanding, it seems to me, of the United States government and all its people, the fullest protection and the highest consideration for the subjects of Japan.

## REVIVAL OF CONFUCIANISM.

Peking, 6th January.

We have received from the Empress Dowager, Our Holy Mother, the following Decree:

Liang Ting-fan, Provincial Judge of Hupeh, has recently memorialized the Throne recommending the establishment of a grand university in Kiao-fou, the birthplace of the great sage, Confucius, in the province of Shantung.

In truth, Confucius, the founder of our philosophy and literature, is the best and wisest teacher that ever came into existence and will always hold that rank among philosophers undisputed even unto the end of the world.

It is only recently that we published an Imperial Edict calling on the people not to neglect their duty towards this great sage, and to show Our profound respect for his memory, we have commanded that first-class honours should be paid him.

Kiao-fou, being the native place of this holy sage, should be a place of learning, and to realize that object We hereby order schools, Colleges and Universities to be established over all the sage's native city, to propagate his grand teachings and to enlighten the people with his wisdom.

We order Chang Chih-tung, Viceroy of Hupeh and the Provincial Inspector of Schools of that Province, to see that schools are erected in Kiao-fou. The sum for that purpose shall be raised by the Viceroy by the best means he can devise, and to show that we are in earnest about the establishment of these Confucian schools, we order that 100,000 taels be taken from the Shantung treasury to begin the work without delay. Respect this Decree.—*Shanghai Times*.

## COMMERCIAL.

## SHANGHAI SHARE MARKET.

In their opening circular for the year, dated 1st inst., Messrs. J. A. Sullivan & Co. make the following optimistic observations:—Business has been resumed this year with a vigour that promises well for a strong Spring demand for all classes of securities and at rates which show signs of a further improvement. Indices have dropped temporarily for cash, to Tls. 65, but a steady demand is already manifesting itself and the difficulty of getting shares in any appreciable quantities is most pronounced. Stocks have declined in favour but remain steady at closing rates. Shanghai and Hongkong Wharves have improved in value and the rise is fully justified by the anticipations of a record year. Cottons are firm as dealers consider that these stocks, especially Ewos, were unduly depressed towards the close of 1906. Latex is in strong demand and will go higher as the year progresses. Debentures of all classes have been in request by investors.

## TO-DAY'S EXCHANGE.

Selling.  
London—Bank T.T. .... 2/13 1/6  
Do. demand ..... 2/12 1/2  
Do. 4 months' sight ..... 2/12 1/2  
France—Bank T.T. .... 2/11 1/2  
America—Bank T.T. .... 2/11 1/2  
Germany—Bank T.T. .... 2/11 1/2  
India T.T. .... 2/11 1/2  
Do. demand ..... 2/11 1/2  
Shanghai—Bank T.T. .... 2/11 1/2  
Singapore T.T. .... 2/11 1/2  
Japan—Bank T.T. .... 2/11 1/2  
Yan—Bank T.T. .... 2/11 1/2  
Buying.  
1 months' sight L/C ..... 2/13 1/6  
6 months' sight L/C ..... 2/13 1/6  
30 days' sight San Francisco & New York ..... 2/13 1/6  
1 months' sight do. .... 2/13 1/6  
30 days' sight Sydney and Melbourne ..... 2/13 1/6  
1 months' sight France ..... 2/13 1/6  
6 months' sight do. .... 2/13 1/6  
1 months' sight Germany ..... 2/13 1/6  
Bar Silver ..... 31 13/16  
Bank of England rate ..... 6 1/2  
Sovereigns ..... 8 5/8

## OPIUM QUOTATIONS.

To-day's quotations are as follows:—  
Malwa New ..... 800/820  
" Old ..... 830/850  
" Older ..... 860/880  
Patna New ..... 60/4  
" Old ..... 60/4  
Benares New ..... 845  
" Old ..... 845  
Persian (Paper) ..... —

## To-day's Advertisements.

## THE ANNUAL MEETING OF THE HONGKONG BENEVOLENT SOCIETY.

THE SOCIETY will be held in the CITY HALL, on TUESDAY, 22nd instant, at 12 Noon.  
His Excellency the Officer Administering the Government Mr. F. H. MAY, C.M.G., will preside.  
Hongkong, 15th January, 1907. [117]

## PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. BUTTERFIELD & SWIRE, to sell by

## PUBLIC AUCTION.

ON THURSDAY, the 17th January, 1907, at 11 A.M., at Wanchai Godown, No. 97, Praya East, 120 Cases WHISKY;

## ALSO

One Large IRON SAFE by Milner's AND SUNDRY OTHER MERCHANDISE. (Solded Cargo ex S.S. "Moyune.")

## TERMS:—As usual.

## HUGHES &amp; HOUGH, Auctioneers.

Hongkong, 15th January, 1907. [118]

## THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS. THE Steamship

"DAKOTAH" will be despatched for the above Ports, on or about the 24th February, 1907.

For Freight and further particulars, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 15th January, 1907. [119]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

## PUBLIC AUCTION.

FOR ACCOUNT OF THE CONCERNED, TO-MORROW.

(WEDNESDAY) AND SATURDAY, the 16th and 17th January, 1907, respectively, commencing each day at 2.30 P.M., at No. 4, Queen's Road Central,

## A LARGE ASSORTMENT OF SILVER AND IVORY WARE.

Catalogues will be issued. TERMS:—As usual.

## HUGHES &amp; HOUGH, Auctioneers.

Hongkong, 15th January, 1907. [120]

## STEAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TUNG", 1,238 tons, J. W. WALKER, Leaves Hongkong for Canton on each Sunday, Tuesday and Thursday, at 9 o'clock every evening. Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening.

This Fine New Steamer has unexcelled Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ..... 14  
Meals ..... 11 each.  
The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

## YUEN ON S.S. CO., LD., 7 No. 5, Queen's Road West.

Hongkong, 14th January, 1907. [121]

## Intimations.

## THE ROBINSON PIANO CO., LD.

## TALKING MACHINES AND RECORDS.

## New Stock just arrived LARG AND VARIED ASSORTMENT

## MUSIC. Comic Opera Scores and Dance Music.

## RECEIVED BY EVERY MAIL.

Hongkong, 15th November, 1906. [122]

## THE FAMOUS AMSTEL PASTEURIZED PILSENER BEER.

## THE BEER OF THE DAY.

## ESPECIALLY BREWED AND PAS-

## TEURIZED FOR TROPICAL

## CLIMATES.

NOT an atom of preservative used. The lightest, most wholesome and delicious Beer ever put on the market.

You will reject all others when ones you have used it.

## PUT UP WITH CROWN STOPPERS

4 Dozen quarts or 6 Dozen pints ..... \$16.50

Per Dozen quarts ..... 4.15

" pints ..... 2.75

A DISCOUNT OF 10% WILL BE ALLOWED

UNTIL FURTHER NOTICE.

## SOLE AGENTS:

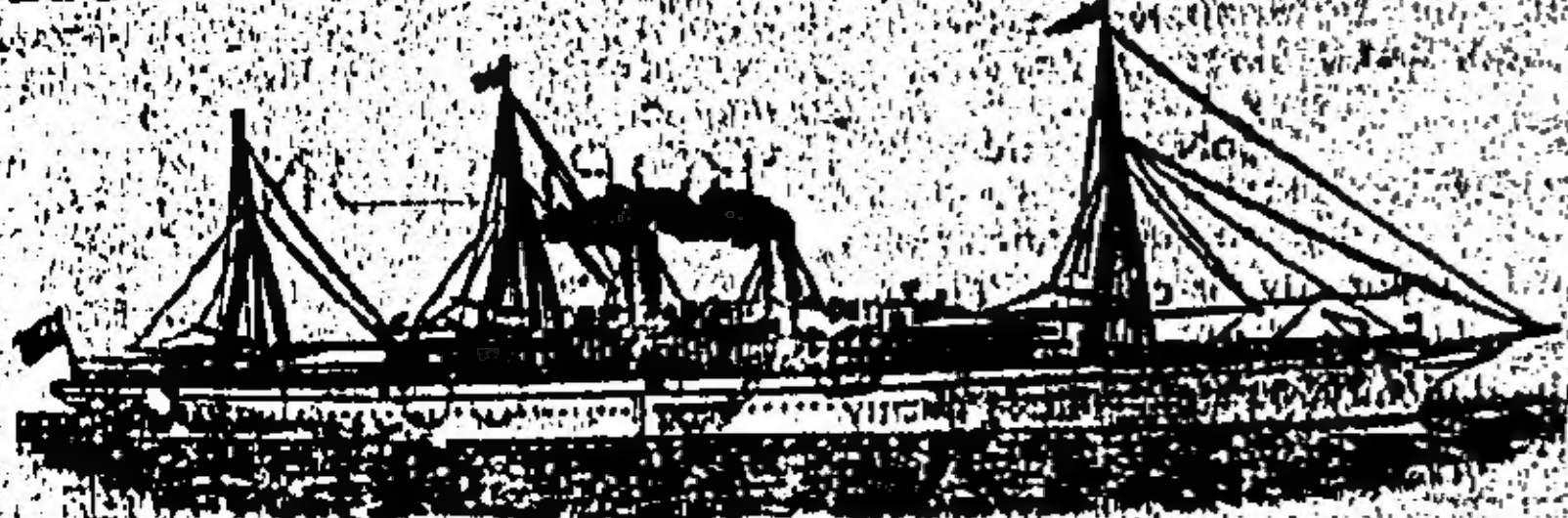
## H. PRICE &amp; CO.

## WINE AND SPIRIT MERCHANTS

Hongkong, 15th January, 1907. [123]



## Shipping—Steamers

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF CHINA".....	6,500	THURSDAY, January 17th	February 4th
"MONTEAGLE".....	6,165	WEDNESDAY, January 23rd	February 15th
"EMPEROR OF INDIA".....	6,000	THURSDAY, February 14th	March 4th
"ATHENIAN".....	3,882	WEDNESDAY, February 20th	March 16th
"EMPEROR OF JAPAN".....	6,300	THURSDAY, March 14th	April 1st
"TARTAR".....	6,300	WEDNESDAY, March 27th	April 15th

"EMPEROR" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at St. John, N.B., with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons registered. The through transit to LIVERPOOL being 23 days from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.  
Hongkong to London, Intermediate on  
Steamers, and 1st Class on Railways.....£40. £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan, Governments.

For Further Information, Maps, Routes, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, General Traffic Agent for China,  
Corner Paddar Street and Praya.

Hongkong, 10th January, 1907.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
S'GAPORE, PENANG & CALCUTTA	"ONSANG"	THURSDAY, 17th Jan., 3 P.M.
MANILA	"YUENSANG"	FRIDAY, 18th Jan., 4 P.M.
SHANGHAI	"WOSANG"	FRIDAY, 18th Jan., 4 P.M.
SHANGHAI	"CHOVSANG"	SATURDAY, 19th Jan., 4 P.M.

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Obofo, Tientsin, (via Ching Waa Tao) and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 15th January, 1907.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI and CHINKIANG	"PAOTING"	16th January, Daylight.
SWATOW, AMOY and SHANGHAI	"WUHU"	16th " 4 p.m.
SHANGHAI	"SHAOSHING"	17th " Noon.
CEBU and ILOILO	"HUICHOW"	19th " 4 p.m.
YOKOHAMA and KOBE	"TAIYUAN"	20th " Daylight.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	21st " 4 p.m.
MANILA	"TEAN"	22nd " "
SHANGHAI	"YOHOW"	22nd " "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A daily qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 15th January, 1907.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO.....	2540	R. Rodger.....	MANILA (DIRECT)	SATURDAY, 19th Jan., at Noon.
RUBI.....	2540	R. Almond.....	"	SATURDAY, 26th Jan., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

(Hongkong, 15th January, 1907.)



## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship

About

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 22nd November, 1906.

## Shipping—Steamers

## HAMBURG-AMERIKA LINIE.

## PASSENGER SERVICE.

BY the new steamer "REHMANIA" (HAMBURG) and "HORNSTADT" (HAMBURG). These steamers offer to the public the highest comfort and attained in ocean travelling. They are especially built for the highest speed, and are provided with the latest improvements in navigation. The cabins are arranged in a most comfortable and convenient manner, and the food is of the highest quality. The service is of the highest order, and the passengers are treated with the utmost consideration.

## NEXT SAILINGS FROM HONGKONG

Outward	Homeward
FOR SHANGHAI, KOBE AND YOKOHAMA.	FOR THE STRAITS, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.
SCANDIA.....1st February	SPEZIA.....27th January
HABSBURG.....3rd March	SILESIA.....8th February
RHENANIA.....1st April	SAMBIA.....10th February
Hongkong, 15th January, 1907.	SAXONIA.....22nd February
	SCANDIA.....22nd March
	FOR NEW YORK
	NUBIA.....22nd January

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA.

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Shawmut.....	9,506	E. V. Roberts	5th Feb.
Tyranon.....	9,506	T. W. Garlick	26th Feb.
Lyra.....	4,417	H.C. Armstrong	"

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND COOKING, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw S.S. Shawmut and Tyranon are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steady seas. Electric fan in each room.

Barbers' shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings,  
Hongkong, 15th January, 1907.

## REGULAR STEAMSHIP SERVICE

## TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SATSUMA".....19th January.

S.S. "SIKH".....9th February.

S.S. "MUNCASTER CASTLE".....12th March.

For Freight and further information, apply to

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 15th January, 1907.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"

Captain Helms will be despatched for the above Ports on SATURDAY, the 26th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 5th January, 1907.

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

Regular Steamship Service between

HONGKONG, CALLAO and IQUIQUE,

VIA JAPAN PORTS

(KARATSU, KOBE and YOKOHAMA).

THE Steamship

"KASATO MARU," 6,000 tons,

Captain W. O. T. S. Filmer, will be despatched as above, in April, 1907.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to

K. MATSUDA,  
General Agent.

Hongkong, 2nd December, 1906.

## Mails

MESSAGERIES  
MARITIMES

## FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, AUSTRALIA,  
ADEN, DJIBOUTI, EGYPT,  
MARSEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN AND  
BLACK SEA PORTS.

The S.S. "SALAZIE."

Captain A. Alland, will be despatched for

MARSEILLES on TUESDAY, the 22nd

January, at 1 P.M.

Passage tickets and through Bills of Lading

issued for above ports, and for Australia with

prompt transshipment at Colombo.

Cargo also booked for principal places in

Europe.

Next sailings will be as follows—

S.S. OCEANIE.....15th February.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 14th January, 1907.

## Consignees.

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENLARG,"

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby

informed that all Goods are being landed

at their risk into the Godowns and for extra

charges Godowns at Kowloon and Godown

Wharf and Godown Co., Ltd., whence

and/or from the wharves delivery may be

obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods undelivered

after the 20th instant, will be subject to

rent.

All Claims against the Steamer must be presented

to the Underwriter on or before the 31st

instant, or they will not be recognized.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 19th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 14th January, 1907.

## "MOGUL" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

THE STEAMSHIP "MACDUFF,"

FROM GLASGOW, LIVERPOOL AND

STRAITS.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their

risk into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Ltd.,

at Kowloon, whence and/or from the wharves

delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 31st instant will be

subject to rent.

All Claims against the Steamer must be presented

to the Underwriter on or before the 31st

instant, or they will not be recognized.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 21st instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 13th January, 1907.

## BOSTON TOW BOAT COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA,"

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE, MOJI, SHANGHAI

AND MANILA.

THE above Steamer having arrived, Con-

signees of Cargo are hereby requested to

send in their Bills of Lading for Counter-

signature, and to take immediate delivery of their

Goods from along side.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk

and expense.

No Fire Insurance will be effected by us in

any case whatever.

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 10th January, 1907.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ARCADIA,"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark,

and delivery can be obtained as soon as the

Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. Mongolia and

Perila.

From Calcutta, ex S.S. Swida.

From Penang, ex S.S. S.N. and B. &

P. & O. S. N. Co.'s Steamer.

Optional Goods will be landed here unless

instructions are given to the contrary before

6 hours.

Goods not cleared by the 16th instant, at

4 P.M., will be







## Announcements.

**SWEETS, FONDANTS, MARRONS GLACES**  
**FRENCH, ENGLISH AND SWISS**  
**CHOCOLATES AND BON-BONS.**

Liqueurs of the most renowned French Brands.

**CHAMPAGNES, BURGUNDIES AND**  
**CLARETS**  
 OF THE CHOICEST VINTAGES.

Before making your purchases you should inspect  
 our stock.

**A CHAZALON & CO.,**

69, QUEEN'S ROAD CENTRAL.

Hongkong, 11th January, 1907.

## NOTE, WRITING AND BOOK PAPERS,

BY THE QUIRE OR REAM.

The Celebrated Wiggins Teape & Co.'s "3009"

Bank Wove (Blue and Cream).

T. H. Saunders's Handmade Papers.

Note and Letter Papers, with Envelopes to  
 match, in boxes.

For samples and prices,

Apply at—

THE "HONGKONG TELEGRAPH" OFFICE,  
 1, Ice House Road.

Hongkong, 7th December, 1906.

## CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA,  
 ESTABLISHED 1815.

	One Case.	One Case.
	Qts.	Pts.
COGNAC	\$21.50	—
"	19.00	—
"	16.00	—
WHISKY, FINE MALL	19.00	—
" JOHN WALKER	12.00	—
" C. P. & CO'S SPECIAL BLEND	10.00	—
FINE WINE, INVALIDS	19.00	—
" DDURO	13.00	—
SHERRY, AMOROSO	19.00	—
" LA TORRE	15.15	—
BENEDICTINE, D.O.M.	38.50	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

**SIEMSEN & CO.,**

HONGKONG AGENTS.

Hongkong, 16th November, 1906.

## ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES

&c. &c. &c.

EASTMAN'S

KODAKS, FILMS,

AND  
 ACCESSORIES.

AMATEUR WORK RECEIVED PROMPT and CAREFUL ATTENTION.  
 Hongkong, 16th May, 1907.

## SHARE QUOTATIONS

Supplied by Messrs. H. S. KAPOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND	MARKET PRICE	CLOSING PRICE
<b>BANKS</b>								
Hongkong & Shanghai Banking Corporation	20,000	\$125	\$125	\$1,000,000	\$1,714,472	\$1.15 @ Ex. 2/12—\$16.47 for first half year 1906	11 1/2	\$840 buyers
National Bank of China, Limited	10,000	\$7	\$6	\$1,000,000	\$74,099	\$2 (London 3/6) for 1905	—	\$40
<b>MARINE INSURANCES</b>								
Union Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000	\$233,518	\$20 for 1905	6 1/2	\$200
North China Insurance Company, Limited	10,000	\$15	\$5	\$1,000,000	Tls. 185,510	Final of 7/6 making 15% for year ended 30.6.1906	6 1/2	Tls. 80 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,000,000	\$2,702,371	Interim div. of \$30	11 1/2	\$750 am & b.
Yangtze Insurance Association, Limited	8,000	\$100	\$50	\$1,000,000	\$508,354	\$12 and \$3 special dividend for 1905	10 1/2	\$100 buyers
<b>FIRE INSURANCES</b>								
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000	\$344,068	\$6 for 1904	6 1/2	\$50
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000	\$422,618	\$25 for 1904	7 1/2	\$545 buyers
<b>STEAMSHIP</b>								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$1,000,000	\$6,563	\$1 1/2 for 1905	7 1/2	\$25
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$1,000,000	Nil.	\$2 1/2 for year ended 30.6.1906	7 1/2	\$50
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	\$1,000,000	\$5,464	\$1 for 1st half-year 1906	6 1/2	\$200 sales
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	\$1,000,000	\$2,452	10% @ ex. 2/12 9/16=\$1.50	11 1/2	\$82
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 23,156	Interim div. of Tls. 2 1/2	9 1/2	Tls. 56 buyers
Shell Transport and Trading Company, Limited	1,000,000	\$1	\$1	\$1,000,000	\$107,815	1/2 (Coupon No. 6) for 1905	4 1/2	Tls. 50 buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000	\$218	\$2.50 for year ended 30.6.1906	11 1/2	\$30
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 13,013	Interim div. of Tls. 2 account 1906	8 1/2	Tls. 50
<b>REFINERIES</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000	\$40,914	Final of \$15 making 12 1/2% for 1905	20 1/2	\$125
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000	\$132,588	\$3 for 1905	—	\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 8,935	Tls. 4 (8%) for year ended 30.6.1906	5 1/2	Tls. 80 sales
<b>MINING</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	\$1,000,000	\$12,546	Final of 1/2 (No. 7) making 2 1/2% for year ended 30.6.1906	7 1/2	Tls. 10.70 buyers
Consolidated Mining Company, Limited	100,000	G. \$10	G. \$10	\$1,000,000	G. \$500,050	Interim of 50 cents for account 1906	10 1/2	G. \$10 buyers
Sub Australian Gold Mining Company, Limited	50,000	\$1	\$1	\$1,000,000	\$8,745	No. 12 of 1/2=48 cents	—	180 buyers
<b>DOCKS, WHARVES &amp; GODOWNS</b>								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	\$1,000,000	\$8,915	\$2 for 1905	11 1/2	\$21
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$1,000,000	\$20,040	\$2 1/2 for a/c 1906	6 1/2	\$100 sales
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$1,000,000	\$392,087	\$6 for first half-year ending 30.6.1906	8 1/2	\$147 buyers
New Amoy Dock Company, Limited	10,000	\$50	\$50	\$1,000,000	\$3,221	\$1 for 1905	6 1/2	\$15
Shanghai Dock and Engineering Co., Ltd.	\$5,700	Tls. 100	Tls. 100	\$1,000,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2	Tls. 104 buyers
Shanghai and Hongkong Wharf Company, Limited	32,000	Tls. 100	Tls. 100	\$1,000,000	Tls. 57,065	Interim div. of Tls. 8 on account 1906	11 1/2	Tls. 245 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	\$1,000,000	Tls. 3,668	Tls. 18 for 1905	7 1/2	Tls. 233 buyers
<b>LANDS, HOTELS &amp; BUILDINGS</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$1,000,000	none	First year	10 1/2	Tls. 105 am & b.
Star House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$1,000,000	\$9,418	\$2 for year ended 30.6.1906	10 1/2	\$50 sales
Central Stores, Limited	6,000	\$15	\$15	\$1,000,000	\$4,719	\$2.40 on \$15 for 1905	13 1/2	\$18 buyers
Do. (new issue)	24,000	\$15	\$15	\$1,000,000	none	7% on \$7 1/2 for 1905	—	\$300 buyers
Do. (Founders)	123	\$15	\$15	\$1,000,000	none	None	—	\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000	\$10,057	\$5 for first half-year for 1906	9 1/2	\$112
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$1,000,000	\$67,839	Interim div. of \$3 1/2 account 1906	6 1/2	\$110 buyers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	\$1,000,000	Tls. 10,783	Final of 6% = 10% for 1905	10 1/2	Tls. 15 sales
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$1,000,000	\$4,599	Final of \$6 making \$10	12 1/2	\$80 buyers
Imperial Estate & Finance Company, Limited	110,000	\$10	\$10	\$1,000,000	\$5,070	80 cents for 1905	6 1/2	\$12 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000	\$574	\$2 1/2 for 1905	6 1/2	\$37
Shanghai Land Investment Company, Limited	2,000	Tls. 50	Tls. 50	\$1,000,000	\$1,869,493	Tls. 3 for half-year 1906	11 1/2	Tls. 105 buyers
Do. (new issue)	26,000	Tls. 50	Tls. 50	\$1,000,000	none	Interim div. of \$2 account 1906	8 1/2	Tls. 52 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000	\$772	Interim div. of \$2 account 1906	8 1/2	\$50
<b>COTTON MILLS</b>								
Iwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 64,986	Tls. 10 for year ended 30.6.1906	14 1/2	Tls. 69 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	\$10	\$10	\$1,000,000	\$21,660	\$1 1/2 for the year ending 31.7.06	10 1/2	\$12
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,000,000	Tls. 30,211	Tls. 6 for year ended 30.6.1906 (8%)	9 1/2	Tls. 62
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$1,000,000	Tls. 30,760	Tls. 8 for 1905	7 1/2	Tls. 105
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	\$1,000,000	Tls. 35,986	Tls. 25 for 1905	7 1/2	Tls. 340 buyers
<b>MISCELLANEOUS</b>								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	\$1,000,000	\$1,066	\$7 for 1905	7 1/2	\$100 sales
Bel's Asbestos Eastern Agency, Limited	2,604	\$12 1/2	\$12 1/2	\$1,000,000	\$284	1 1/2 per share for 1905	10 1/2	\$7 sales
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$1,000,000	\$1,097	\$3 for 1905	10 1/2	\$10
China-Borneo Company, Limited	10,000	\$12	\$12	\$1,000,000	none	\$1 for 1904	12 1/2	Tls. 50 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	6 1/2	\$10
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,000,000	\$1,219	60 cents for year ended 30.6.1906	8 1/2	\$10 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000	\$1,581	80 cents for 1905	8 1/2	\$10 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$1,000,000	\$2,555	\$1.50 for year ending 31.7.1906	9 1/2	\$12
Green Island Cement Company, Limited	200,000	\$10	\$10	\$1,000,000	\$2,291	Int. div. of 75 cents for year ended 30.6.1906	10 1/2	\$12 sales
Hall & Holz, Limited	21,000	\$20	\$20	\$1,000,000	\$20,893	\$1 1/2 for year ending 30.6.1906	7 1/2	\$16
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000	\$2,568	\$1.00 for 10 months ending 28.2.06	10 1/2	\$215
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$1,000,000	\$2,796	Int. div. of \$2 for 10 months ending 18.10.05	10 1/2	\$215 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000	\$3,776	Int. div. of \$4 for year ended 30.6.1906	8 1/2	\$21 sales
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$1,000,000	\$5,813	\$2 for 1905 on 5 shares	14 1/2	\$7
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$1,000,000	\$88	Final of 53 cents making \$1 for the year	14 1/2	Tls. 24 1/2 buyers
Maatschappij tot Mijne Bosch en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	\$1,000,000	Tls. 547,500	\$10 for a/c 1906	—	\$5 buyers
Philippine Company, Limited	67,500	\$10	\$10	\$1,000,000	Dr. P. 34,324	None	—	Tls. 107 sales
Shanghai Gas Company, Limited (old)	10,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 11,017	Interim dividend of Tls. 3 1/2 account 1906	6 1/2	Tls. 107 sales
Do. (new)	8,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 9,751	Tls. 6 for 1904	13 1/2	Tls. 46 sales
Shanghai Horse Bazaar Co., Ltd.	5,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	11 1/2	Tls. 120 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	\$1,000,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	11 1/2	Tls. 95
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	\$1,000,000	Tls. 1,452	Interim div. of 15% for 1st year 1906	—	Tls. 31
Shanghai Waterworks Company, Limited	8,175	\$20	\$20	\$1,000,000	Tls. 190,000	Interim div. of 5% for 1st year 1906	—	Tls. 285
South China Morning Post, Limited	7,200	\$25	\$25	\$1,000,000	Dr. \$41,934	None	—	\$21
Steam Laundry Company, Limited	20,000	\$5	\$5	\$1,000,000	\$214	30cts. (old) & 15cts. (new) awarded 31.5.06	10 1/2	\$51
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	\$1,000,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2	Tls. 160 buyers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$1,000,000	\$752	70 cents for year ended 31.5.1906	8 1/2	\$10
Do. (Founders)	100	\$10	\$10	\$1,000,000	\$752	\$20.00 for year ended 31.5.1906	6 1/2	\$10
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$1,000,000	\$7,734	Interim of 45 cents for account 1906	8 1/2	\$10
William Powell, Limited	15,000	\$10	\$10	\$1,000,000	\$182	Final of 3 1/2 cts. making 8 1/2 cts. for the year ended 30th June, 1906	10 1/2	\$8
<b>DIVIDENDS PAYABLE</b>								
China Provident Loan & M. Co.	50,000	\$10	\$10	\$1,000,000	\$500	50 cts.	—	\$50 sales